

四拜禮 號七十月五英港香 SINGLE COPY 10 CENTS.  
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It is desirable from every point of view that the crimes against humanity and international law committed by Germany should not be allowed to be forgotten. Unhappily it is true that a number of well-meaning people are always prone to raise the cry that it is the higher morality to let bygones be bygones, forgetting that while this policy can be defended in regard to unpemeditated lapses from rectitude which are regretted as soon as committed it is inapplicable to premeditated crimes in which the offender glories. Considerable value, therefore, attaches to two brochures: one a reprint of an article by Mr. H. W. Wilson, entitled "Convicted out of her own Mouth," which originally appeared in the *National Review* and the other "German Truth and the Matter of Fact" by the Right

Mr. Robertson confines himself to an examination of the claim made by the Germans that France committed the first overt act of war. French aviators were said to have flown over Belgium and to have thrown bombs near Karlsruhe and Nuremberg on August 1 or 2. The Mayor of Nuremberg wrote on April 3, 1915: "It has never been conveyed to the knowledge of the command of the 3rd Bavarian Army Corps that bombs had been thrown, before or after the declaration of war, by enemy aviators on the Nuremberg-Karlsruhe and Nuremberg-Anspach lines. All the allegations of this kind and all the reports of the journals have been recognized to be false." Privy Counsellor Biedel, the magistrate of Nuremberg and Professor Schwabe, three prominent Germans, have announced that the very report which was given by the German Government as the ground for its declaration of war against France was absolutely false. It is too late the day to be surprised at an infamy perpetrated by the German Government, but it is well that exposure by comparatively honest Germans should be placed on permanent record.—*C. Daily News.*




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our own make Pork Buns and Pork Pie. Pure Java Coffee, Roasted and Ground Daily and put up in  
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5 "	\$15.00
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## GENERAL NEWS.

Gaoi for Singapore European.  
An European named William  
Forster was last week committed  
to a month's rigorous imprison-  
ment, on a charge of vagrancy in  
Beach Road, Singapore, brought  
against him before Mr. Clarke,  
second magistrate.

Bands of the Guards to Visit

Paris.  
An invitation has been received  
from the French Government for  
the massed bands of the Brigade  
of Guards to visit Paris shortly,  
in return for the visit paid by the  
band of the Garde Republicaine to  
London last autumn. It is under-  
stood that the acceptance of the  
invitation has received official  
approval.

A Canton Appointment.

The Director of Civil Service of  
the United States has announced  
that the position of clerk and  
marshal at Canton, in the office of  
the American Consul, is to be  
filled by Mr. Frederick Ferguson  
of the fortifications division of  
the military government in  
Manila. This is the vacancy  
caused by the resignation of Mr.  
Dickinson, formerly of the customs  
service here, who has been made  
United States Consul in Sumatra.

All for a Penny.

A man busy serving his country  
in the lively waters of the Mediter-  
ranean might be spared such a  
silly worry as this, from the  
G.P.O. at Malta:—"I beg to  
inform you that a letter addressed  
to you has been received at this  
office, which cannot be forwarded  
until the postage of 1d. is paid."  
The sending of that absurd noti-  
fication occupied the space that  
might have been filled by the  
letter held back. Instead, there  
was a week's delay, some irrita-  
tion, and the travels of one whole  
penny, all to placate some pun-  
ctilious postmaster's precise read-  
ing of official routine.—*John Bull*.

700-Acre Garden of Snakes.  
The most remarkable and re-  
pulsive garden in the world is in  
Butana, Brazil. It is 700 acres  
in extent, and nothing less than  
a garden of venomous  
serpents, which are maintained  
for purely scientific purposes.  
There are laboratories which  
produce serums for the  
cure and prevention of the  
effects of snake-bite. The snakes  
used in preparing the serums are  
kept in a small park, which is  
surrounded by a wall and a ditch  
filled with water, while others  
are kept in a similar park near  
the main building, in order that  
their habits and the best methods  
of escaping their attacks may be  
studied.

"Good-bye, Dartmoor."  
A detachment of 168 prisoners  
from Dartmoor Prison, Prince-  
town, which is to be occupied by  
"conscientious" objectors, have  
left for Parkhurst Prison, Isle of  
Wight, with 31 officers to guard  
them, says the *Western Morning  
News*. Some of the convicts,  
who were chained in groups of  
seven to ten, walked jauntily to  
the train, but one old man burst  
into tears. The men who looked  
after the farm horses were most  
downhearted. They felt the  
the parting from their charges.  
One prisoner showed his three  
same field mice to some school-  
boys on the platform. As the  
train steamed out of the station  
the men shouted "Good-bye,  
Dartmoor."

For Sandflies and Mosquitoes.  
The following recipe, for  
protection from sandflies and  
mosquitoes in Mesopotamia was sent  
from the Imperial College of  
Science and Technology. Oil of  
cassia, 1 part; brown oil of cam-  
phor, 2 parts; vasoline or salad  
oil, 4-5 parts; or lavender, stir  
well and smear on the skin in  
small quantities. The recipe is the  
outcome of a considerable num-  
ber of experiments made in India  
on the relative value of different  
essential oils as deterrents for  
sandflies and mosquitoes. Other  
experimented correspondents sug-  
gested oil of citronella (more easily  
procured at Karachi or Bombay  
than in England); essential oil of  
lavender; and methylated spirits  
in equal parts; oil of rosemary;  
equal parts of oil of sandalwood,  
oil of clove, and oil of tea-pestle.  
—*Exchange*.

THE ALEXANDRA CAFE  
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Sole Proprietor, R. J. HOWARD.  
Chocolate.



## GENERAL NEWS.

Five Million British Soldiers. A White Paper has been issued giving, in token form, the Army Estimates of effective and non-effective services for the year 1917-1918. It is shown that the number of men on the Home and Colonial establishments of the Army, exclusive of those serving in India, is 5,680,000.

Unsettled estate of the gross value of £1,007,165, the net personalty being £952,232, was left by Mr. Francis R. Kitt, J. P., of Butler's Court, Besenfield, Bucks, joint chairman of Reckitt and Sons, Ltd., manufacturers of Reckitt's Blue, who died on January 25, aged ninety. He bequeathed about £22,000 to hospitals and other charities.

The Yunnanese in Szechuan. Chengtu, May 6.—Reuter's correspondent is officially informed that General Lo Pei-kin's Yunnanese troops continue looting people's houses in the Eastern suburbs and seeing that General Tai Kan is unable to restrain them it is urgently necessary that the Peking Government should request General Lo Pei-kin to restrain his soldiers and leave the vicinity.

Hun Agents in the States. Birmingham, Ala., April 4.—Reports that German agents are working in Southern States, particularly in the tobacco and cotton belt, to incite negroes against the United States Government, were confirmed here to-day by local Federal agents. These officials announced that steps already had been taken in this district to prevent effective results from arising out of the activities.

£1,687,000 Hun Works Seized. The Svenska Dagblad of Stockholm, states that the Russian Government has taken over the large waterfall on the Upper Wuoksa River in Finland together with a generating station designed to develop 300,000 horse power, which will be ready next year. The works have cost £1,687,500 and the principal shareholder in the concern is the Deutsche Bank.

A Fighting Bishop. In refreshing contrast with the pacifist prattle are the robust utterances of the Right Rev. J. T. Murphy, R.C. Bishop of Port Louis, South Africa. "Let no one praise of peace," says this militant ecclesiastic, "until it is gained through incontestable victory"—and again, "There can be no acceptable peace until reparation is made for the crimes that cry out to Heaven from land and sea." Other passages, please copy!—John Bull.

Tax on Patent Medicines in Japan. Owing to the growing demand for patent medicines, the Japanese Government's revenue from the tax connected therewith has markedly increased. According to investigations conducted by the Finance Department, the revenue from the tax for the last financial year ending the 31st March, amounted to ¥2,832,357. The amount has been increasing by about ¥240,000 yearly in recent years. In view of this, the revenue for the current fiscal year is expected to reach ¥3,000,000.

Wonderful! The Frankfurter Zeitung published a telegram from its Berlin correspondent, who states that he learns from a reliable source that the Entente are trying to persuade the captains of neutral ships to poison the supplies of food if German submarines ask for them on the high seas. The newspaper comments on this remarkable statement as follows:—"This is another characteristic proof of the unscrupulous methods of warfare which the Entente are waging against Germany."

Education after the War. When the war is over revised regulations by the Board of Education for technical schools will come into force. A draft has been framed and sent out to local education authorities to elicit observations and suggestions. Points upon which stress is laid are securing the interest of employers and workpeople in technical instruction, and obtaining teachers with trade experience for that instruction, and the need for developing the higher technical work and research work done in local colleges.

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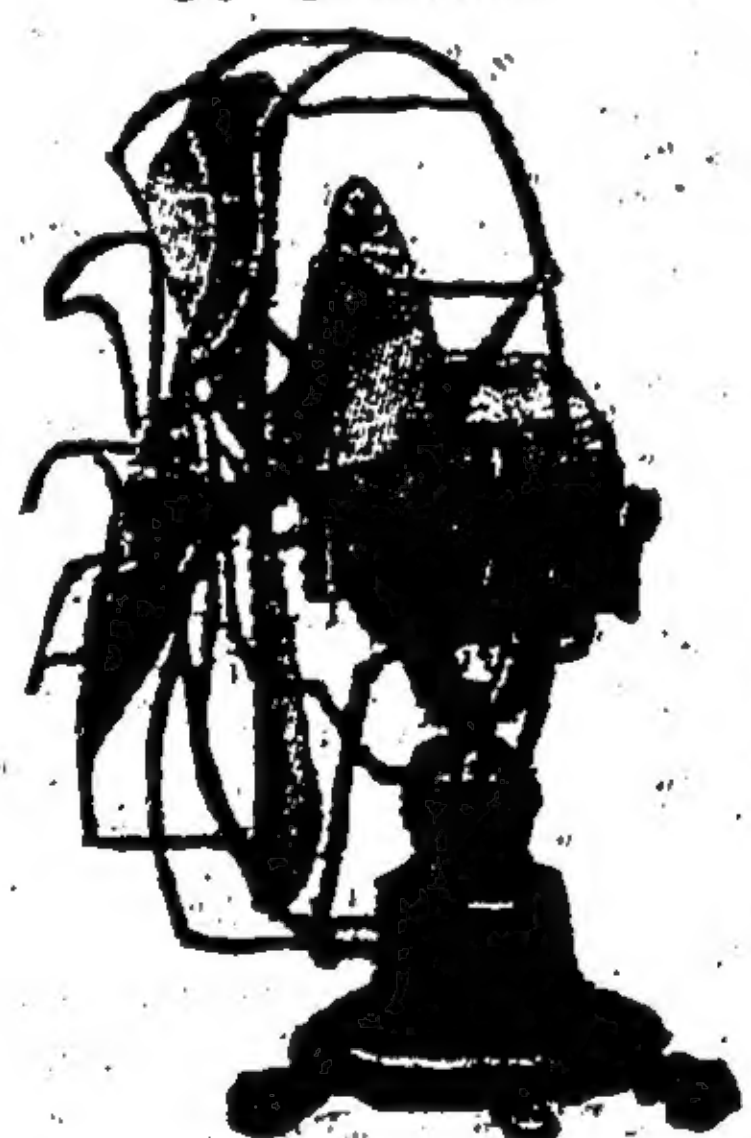
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ANY EXTRA CURRENT FROM THE  
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NOTICE TO SHAREHOLDERS.

THE FOURTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building at 11 a.m. on FRIDAY, the 18th May, 1917, to receive a Statement of Accounts to the 31st December, 1916, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th May, to the 18th May, both days inclusive.

THE CHINA-BORNEO  
CO., LTD.W. G. DARBY,  
General Manager.

## NOTICE.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily. Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding

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TO BE LET.—HOUSES in Austin Avenue, KOWLOON. Apply E. B. R. c/o E. D. Sassoon & Co.

TO BE LET.—No. 2 STEWART TERRACE. Furnished. Apply—H. E. Pollock, Prince's Buildings.

TO BE LET.—SMALL FURNISHED FLAT. Very Central. Moderate rental. Apply Box 1281. "Hongkong Telegraph."

TO BE LET.—Very COMFORTABLE FLAT for Europeans. Saifer Terrace, Nathan Road, KOWLOON. Apply to Kayamally & Co. 5, D'Aguilar Street.

TO BE LET.—First class FURNISHED ROOMS, suitable for Single Men, or Married Couples, with or without board. Electric Light and Bell, use of Telephone. Terms moderate. Tel. No. K. 3. Apply T. E. Ball, Palace Hotel, Kowloon.

TO BE LET.—FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, and a FLAT in Humphreys Buildings, Kowloon.

TO LET OR FOR SALE.—Kowloon Marine Lot 48, with wharf, area 58,000 sq. ft. suitable for coal storage or erection of godowns.

Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

TO BE LET.—OFFICES at 7, Connaught Road, C. OFFICES in King's & York Buildings.

HOUSES in Clifton Gardens, Conduit Road. HOUSES in Broadwood & Moreton Terraces. HOUSES on Shameen, CANTON.

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TO BE LET.—Kowloon, FURNISHED or UNFURNISHED ROOM. Board if desired. Apply 6, Victoria View.

TO BE LET.—No. 45, ELGIN STREET (Semi-detached House, with 6 large & airy Rooms, etc.). Apply to Dr. M. E. Asger, New Post Office Building.

TO BE LET.—For One Year from beginning June FULLY FURNISHED FLAT First Floor No. 10, Queen's Gardens, Electric Light, Separate Kitchen, Pantry and half share Tennis Court. Suitable for married couple. Apply "Flat" c/o "Hongkong Telegraph."

## WANTED.

WANTED.—NURSE at the "P." Apply A. B. S. c/o "Hongkong Telegraph."

WANTED.—STENOGRAPHER desires position. Reply to "P." c/o "Hongkong Telegraph."

WANTED.—A GENERAL OFFICE ASSISTANT with knowledge of Bookkeeping and Shorthand. Apply to: "D" c/o "Hongkong Telegraph."

WANTED.—Certificated MARINE ENGINEER. British, aged 26, has a good knowledge of Turbo electrical machinery, DESIRES A POSITION ASHORE. Excellent references. Apply Box 1284 c/o "Hongkong Telegraph."

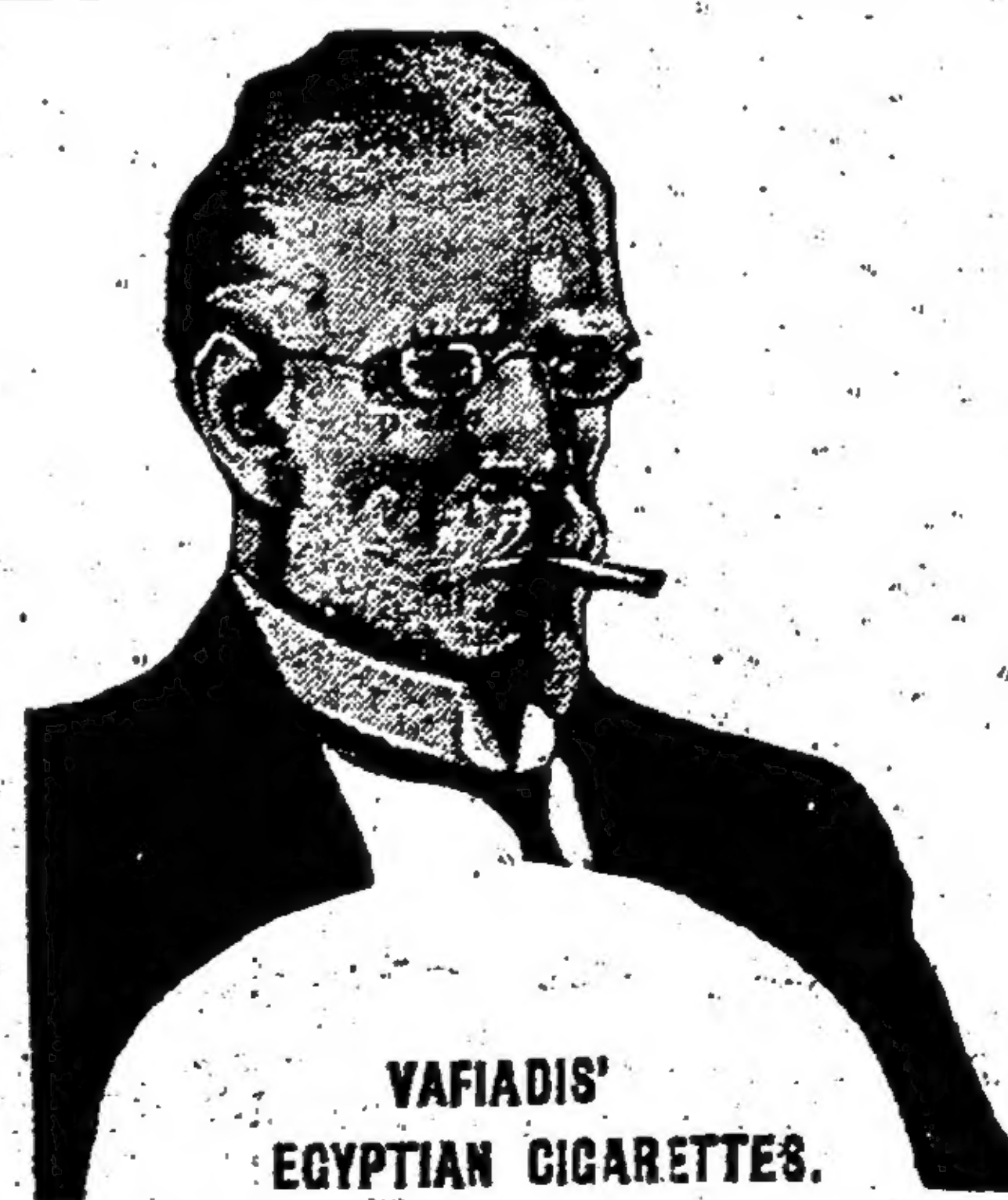
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Crown Prince	100	4.65
"	50	2.35
"	10	2.35
Extra Fine (Grand Format)	50	2.35
Nectar	50	2.35
Vildiz	25	1.10
Club Size	10	.40
Non Plus Ultra	100	3.60
"	50	1.85
"	20	.75
Superline	100	2.40
"	50	1.20

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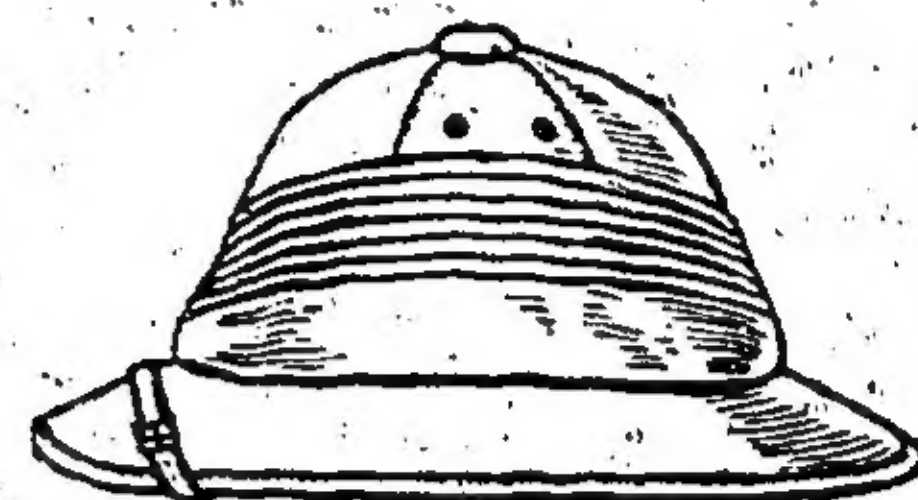
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Smoke the Best.

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are the Acme of Perfection.

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STRAW HATS.

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CO., LTD., AND REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from MONDAY 14th May, to THURSDAY 14th June, 1917, both days inclusive.

The return of Capital of \$3.00 per share will be paid to Shareholders on a 4 after the 28th May, 1917, on presentation of Share Certificates for endorsement.

DODWELL &amp; CO., LTD.

General Managers

Hongkong, 10th May, 1917.

## PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN

that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the HONGKONG HOTEL, Hongkong on SATURDAY, the 26th May, 1917, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 28th May, 1917, both days inclusive.

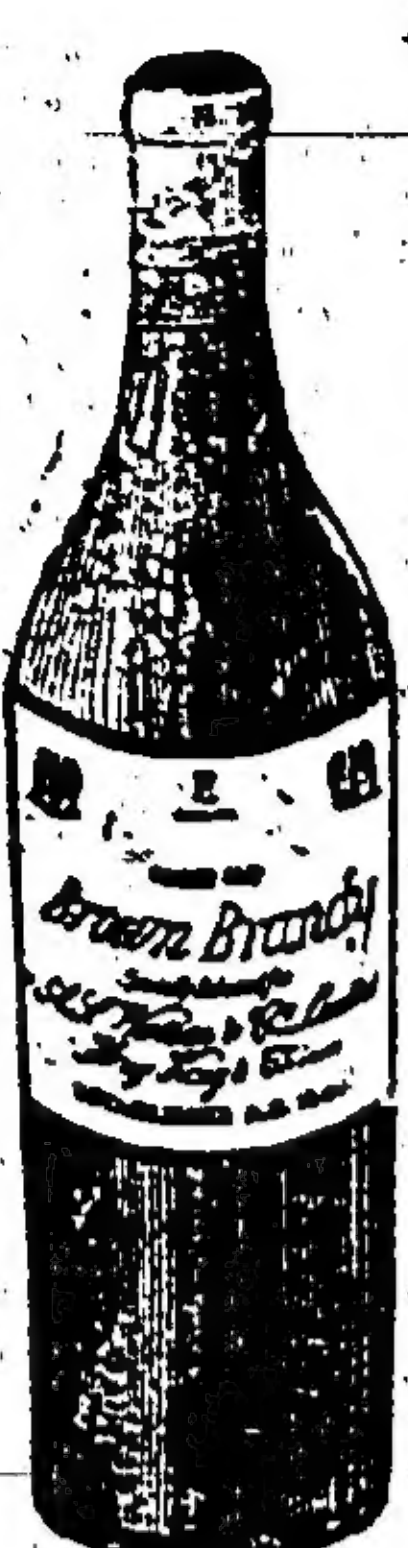
Peak Tramways Co., Ltd.

JOHN D. HUMPHREYS

General Managers

Hongkong, 15th May, 1917.





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All communications intended for publication should be addressed to the Editor.  
Business correspondence should be sent to the Manager.

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**The Hongkong Telegraph.**

HONGKONG, THURSDAY, MAY 17, 1917.

#### HUN RULERS AND HUN PEOPLE.

"Lord Buckmaster might have been better occupied, at a time like the present, than in making a fool of himself at the League of Nations meeting the day before yesterday. "We have got to separate the German rulers from the German people; to destroy one and to support the other." This is the sort of thing to which our brilliant politicians of the Aquith, Hildane, McKenna and Buckmaster type have been treating us all the way through the war; and now that we have been fighting for nigh upon three years, they still have not learned wisdom; still have not discovered that a Hun is a Hun, be he duke or be he dairymen. The attitude taken up by Lord Buckmaster and his (perhaps all too many) supporters would have been a perfectly reasonable one at the commencement of the war; for there was no Britisher—certainly no travelled Britisher—who had not friends among the German people; most of us had heard the Kaiser and the Crown Prince gloriously abused by some of these German friends; many of us knew of cases wherein Germans had voluntarily exiled themselves for life, rather than submit to the rule of their demoted Emperor and his villainous councillors. Under such circumstances how could Lord Buckmaster, or how could any good citizen of Hongkong, feel other than that the Germans were a much-oppressed people and that, were it not for the system of government that prevailed in their country, they would be quite nice folk to sit down to dinner with every day?

But what has the war proved? Had the Germans been men, not one of the foul acts, which will forever be associated with the name of their race, would or could have been committed. Would British or French or Italian soldiers have stooped to the unmentionable offences which the Hun troops have delighted to commit? Would British or French or Italian civilians, of any and every social class, have lent themselves to the base trickery, espionage, plotting, lying and news-garbling which have been the breath of the nostrils of the Boche non-combatants? If, at the bidding of a mad Kaiser, the German soldiers had invaded France and Russia, while their sailors sought battle with British war craft, and had steadfastly adhered to the rules of the game, we would shake hands with them to-morrow—merely feeling that they were the victims of a system; and that they had done no more than their duty as soldiers or sailors, even though they were misguided, in obeying the commands of their Emperor. Again, had they been Russian peasants, Cossacks, Tartars—all informed, without any education, and acting out of blind loyalty to an idolized monarch—even though they had been guilty of burnings, ravagings, sacrilege, cold-blooded murders, etc., any fair-minded Britisher would yet have been ready to make some excuse for them. But can any sort of excuse be made for our enemies as they are?

The Germans are probably the best-educated in the world; even their peasantry know more of books and of scientific developments than many thousands of Britishers on whose schooling large sums have been spent. Not one of the Germans had been kept in ignorance as to the aims of their Government during all those years of preparation for "The Day." Not one of them saw anything disgraceful or contemptible in abuse of hospitality, in poisoning the minds of native races with lies, in scheming, year after year, while enjoying the protection of the British, to gain as much information on internal affairs as possible. And—perhaps most important of all—an enormous percentage of Huns of all classes had, for years past, held their Kaiser in utter loathing. Then where shall we find excuses for "the German people"? They were neither ignorant, nor blinded by loyalty to their rulers; nor were they merely a warlike people that loved fighting for its own sake, as the French and British admittedly do. They hate war—as we understand it. Meeting man to man, on fair field, is the very thing of which they have the greatest horror, as a race; and it has been amply shown that only as a last resource, only when poison, lies, suborning, firing from behind women and prisoners, etc., have failed—will they come out into the open and put up a fight. Vanity and jealousy and cupidity, not anxiety to do battle, underlay their vast preparations; and they thought to conquer the world with one or two swift, terrorising strokes. Failing in that, they showed themselves in their true colours. Then how can Lord Buckmaster, or any of the miserable sentimentalists who composed the late Government at Home, have the effrontery to tell us that "we have to support the German people"? The people are as vile as their masters, and there is not a pin to choose between von Bethmann-Hollweg and the waiter who used to bring us our soup, or the barber who used to cut our hair. The whole race has sold itself to the devil and, at any rate so far as the present and the next generation are concerned, it is quite beyond redemption. In view of these facts we prefer the guidance of common sense to the delicious nonsense preached by Lord Buckmaster.

#### Our Manual.

We hear no animosity towards Señor Don Manuel de Sequeira, but we wish he could be persuaded to leave Hongkong and give some other place a turn. There is probably not an ounce of vice in him; doubtless his worst faults are that he has no love for work or soap and water, and that he cherishes a keen affection for cachaça whiskey. Therefore, from time to time, (Tuesday's appearance was about his thirtieth) he makes his bow before the magistrate, on a charge either of vagrancy or of drunkenness. Now seeing that, in the Chinese and Indian mind, Manuel may rank as a Britisher, we surely have legitimate ground for complaint. The Don is a Brazilian, and we see no reason why Brazil should not have the honour of entertaining him. This Colony was tired of him a long time ago, and the best thing to do with him is to ship him back to his ancestral home, even though this may cost the taxpayers a few hundred dollars. He certainly is no "catch" for Hongkong.

#### China and the War.

We should really like to meet the man who could explain to us just what China is planning and thinking and doing in regard to the war. It is hard to say whether the painful or the ludicrous predominates in the present situation. Weeks ago, the Parliament decided that war ought definitely to be declared; and, since then, there have been endless discussions—all leading to nothing. The position now seems to be that no further steps can be taken till a new Cabinet is formed; and, according to the Hongkong vernacular press, the first step has been taken by the impeachment of Tsan Ki-shui—on what grounds deponent sayeth not. Tsan, we all know, is an ambitious man, and hints have not been wanting in the Northern papers to the effect that he is simply Yuan Shih-kai over again, as regards possessing an eternal hunger for supreme power. Between his impeachment and the fact that the Minister of Communications, having been accused of enormous embezzlements and having been placed under arrest, has now been allowed to go scot-free, we have a pretty kettle of fish in Peking; and Heaven only knows where the tangle is going to end. Meanwhile in China, or is she not, coming actively into the war? We only ask for information. At his election we were all led to expect great things of Li Yuan-hung; but, so far, not many of these have come along, and President Li appears to be to-day just what he was ten months ago: little more than a puppet in the hands of conflicting political parties.

#### Royal Marriages.

In his speech at the Parliamentary banquet, General Smuts has touched on a point to which the British public is daily giving more thought: marriage in the Royal Family. The present war has more than exploded the old theory that matrimonial alliances between the Royal Houses of various countries would make for the world's peace. In 1832 Queen Victoria's favourite son, the late Duke of Albany, married a German princess. Yet to-day, despite the fact that she lives on the bounty of the British Crown and is domiciled in England, that lady's son and brother are both in arms against King George! And many other examples of this kind of thing could be quoted. After all, why should our princes and princesses go abroad for their marriages? Why should modern custom insist on our royalties' marrying other royalties? In mediaeval times (and even far later) it was by no means uncommon for a prince to choose a wife from among his father's subjects. We believe we are quite as loyal as any of our neighbours, but this does not prevent our feeling that much would be gained, both physically and mentally, by royal generations married to the British people or to—General Smuts suggests—by taking a wife from among the people of one of the Dominions.

#### DAY BY DAY.

**MEN'S EVIL MANNERS LIVE IN BRASS: THEIR VIRTUES WE WRITE IN WATER.**—Henry VIII.

**To-morrow's Anniversary.**—To-morrow is the 63rd anniversary of the death of Nathaniel Hawthorne.

**The Dollar.**—The opening rate of the dollar on demand to-day was 2s. 4.11/16d.

**In Hospital.**—We greatly regret to learn that Mr. Adam Gibson, the Colonial Veterinary Surgeon, has been taken ill and has had to go into hospital.

**Unlawful Possession.**—A Chinese was charged before Mr. C. D. Melbourne, at the Police Court this morning, with being in possession of two pieces of copper. A fine of \$5 was inflicted.

**Cigarette and Tobacco Fund.**—We have been asked to state that the draw, on behalf of the above fund, in connection with the rifle match, Hongkong versus Shanghai, will take place on Friday evening at 8 p.m., as indicated on the tickets.

#### A Stolen Hen.

Before Mr. C. D. Melbourne, at the Police Court this morning, a Chinese was charged with stealing a hen. Defendant said he wanted to sell the fowl to raise enough money to take him to Macao. He was sent to prison for six months, it being stated that he was a banished man who had returned before the expiration of his term.

#### Gambling Raid.

Before Mr. C. D. Melbourne, at the Police Court this morning, four men and nine women were charged with gambling at a house in Des Voeux Road. One of the men was alleged to be the keeper of the house. The women said that as it was wet they gathered there to talk. The men said they had merely gone to sit down. One man said he had gone to collect a debt. A fine of \$2 was imposed in each case.

#### WAR FUNDS.

**Penang Chinese and the Income Tax.**

In its report on the meeting between Mr. Pountney and the Penang Chinese, the *Straits Echo* says there was a large attendance at the Chinese Chamber of Commerce. Mr. Pountney was welcomed by Mr. Cheah Kee Ee and having made a few remarks proceeded to answer questions put and to explain knotty points. In conclusion he said that they must have uniformity to enable the officer in charge of the collection of War Tax to deal with the returns. He was quite sure they would find reasonable treatment from the War Tax Office, provided that the public extended to War Tax officers reasonable treatment. He exhorted them to maintain mutual assistance to the Collector of War Tax. When they got the machinery in proper running then the public would find it a most reasonable department.

Mr. Cheah Kee Ee said that the Chamber was much obliged to Mr. Pountney for the explanation and elucidation of the War Tax Ordinance to the Chamber, which appeared to be rather complicated. He hoped Mr. Pountney's explanation would help the public to make the proper returns and he also expressed the hope that the amendments put forward would be recommended to Government and accepted.

Mr. Quah Beng Kee said that the Chinese did not oppose the tax. They knew money was required to prosecute the war to a successful conclusion for the Allied arms, and the Chinese were quite prepared to do anything in their power to support the Government. It should not be thought that the Penang Chinese were opposing the tax. They were afraid that inquisitorial methods would be introduced. From the assurance given by Mr. Pountney he was sure everything would go on smoothly. He assured the Collector-General of War Tax that the Chinese Chamber would give the Collector-General and the Collector every assistance.

#### IN MEMORY.

I hear the joyous song-birds sing  
Their sweetest lays unceasingly.  
They strike an echoing chord in me  
Which doth remind me that 'tis Spring.

But Spring and Winter come and go,  
My soul is dead with grief and pain,  
One day mayhap 'twill live again  
If time should soften down the blow.

Where'er I wander through the glade  
Where he and I had sweet discourse,  
In fancy lies he there a corpse  
As when my homage last I paid.

The contented look, the pallid face,  
The leaden eyelids closed in death,  
The deathly calm, the ceased breath,  
The coffin, his last resting place,

Appear to me so plain and clear  
As though it were but yesterday  
When he the final debt did pay  
Of life, and left this earthly sphere.

The branches of a cypress tree  
Shield now his resting place and  
aye

The sighing winds thereon will play  
A funeral dirge in memory.

The dear young life, so full of dreams,  
Filled with ambition's potent lure  
And full of grit that can endure  
Though life prove not just what it seems,

Nipped in the bud of tender youth  
Without a chance to show its power  
To overcome when stormclouds lower  
Which strike the very root of truth.

A life, so full of promise fair,  
Surrendered for a grand ideal,  
The common good, the public weal,  
Self-sacrifice, the power to dare.

But not in vain fall those stout hearts  
Who may not sing the victor's song;  
Their brave attempt to right the wrong  
Lives long and influence imparts:

An influence o'er the future race  
Who glory in their country's fame  
And must one day uphold her name  
And guard it ever from disgrace.

At war's first note he heard the call  
Of duty, and straightway he went  
Full cognizant of what it meant,  
The sacrifice of life, of all.

I saw him, his dear manly form,  
The day before he must embark,  
Ere, and blithesome as the lark,  
Clad in his sober uniform.

In eager haste to meet the foe  
And 'gainst them lead his gallant men  
He bade farewell, but not 'e'en then  
Did he his sorrow at parting show.

His one desire to help defend  
His country in her hour of need,  
And now in foreign lands the seed  
Of liberty 'mong foe and friend.

But one short week and then  
He arrived:  
A message: wounded, coming home;  
So short a time away to roam.

To reach the goal for which he  
strived.

A gallant charge, and he the first  
To take the shock of steel 'gainst steel,  
And show his courage, valour, zeal,  
Till smitten by the blow severe.

Soon back across the seas he came,  
A helpless wreck and racked with pain,  
His cheery smile he tried to feign,  
Though clearly it was not the same.

Yet patiently he bore the pain,  
Nor did he life unduly prize;  
Glad only he to realize  
His life was but his country's gain.

He lingered on from day to day;  
Despite the attention fondly given;  
Soon was the soul from body riven  
And nought was left us but his clay.

Freud from all earthly sorrow,  
still

#### POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. O. Jenkin, D. S. P. (Reserve) State:—

**Police Reserve.**  
Monday, May 21.—Class 12 (Inspector Grant).

Tuesday, May 22.—Class 14 (Inspector Gerrard).

Wednesday, May 23.—Class 13 (Inspector Gordon).

Friday, May 25.—Class 15 (Chief Inspector Kerr.)

**Parades.**  
There will be no Company, Section, or Recruits parades during week commencing Monday, May 21.

**Band.**  
The Band will attend Practice at 8 p.m. on Friday, May 18, as previously ordered.

He lies, and rapture plainly shows  
That he at length heaven's glory knows,  
And hears the angel-harps' sweet thrill.

No longer does he suffer pain,  
Disease and death mean nothing new,  
'Tis left to us to wonder how  
We may the glorious victory gain.

A sunny morn, when Autumn's leaf  
Was tinged with red and gold and brown,  
We lowered his body gently down  
And tried in vain to check our grief.

Buoyed with a faith in God above,  
In life eternal after death;  
A hope that with our latest breath  
We meet again the ones we love;

A hope that when it comes the time  
For us to cross the vale of tears,  
Like him, we may forget our fears  
And rise to heights just as sublime.

That when to judgment we are called  
To render up a strict account  
Of life at God's eternal fount  
Of truth, we may not be appalled.

But, firm of faith as He who died  
To free the world from sin and pain,  
We may heaven's happiness attain  
Since we by sorrow have been tried.

The bells will one day herald peace,  
A sound to charm the listening ear,  
But in my eye will rise a tear  
Though glad my heart at war's success.

Yes, peace or war, which e'er may reign,  
Have no import, since he has died;  
By war was he torn from my side,  
Can peace bring him to me again?

I dream about my honoured dead,  
Who now lies mouldering in the dust,  
And think of that last vicious thrust  
Which laid low his beloved head—

The head I fondled when a boy:  
He sat so proudly on my knee  
And spoke of what he hoped to be  
So artless, so supremely coy;

And list so eagerly to words  
That sought to guide his boyish mind,  
While leaving it to him to find  
The answer from what he had heard.

And when he chose the just and true,  
And showed his soul was shaped aright,  
With joy we hoped and prayed  
He might, he might.

Do nought that he would e'er undo,  
So confident we looked to see  
Him grow to lofty man's estate,  
And little guessed relentless fate  
Would so soon issue her decree.

All that is passed and gone for aye,  
Our fondest hopes are shattered now,  
To the Almighty's word we bow  
And wait for the great Judgment Day.

H.M.O.  
Hongkong, May 17, 1917.

#### TO-DAY'S MISCELLANY.

Mention by Lord Lansdowne, in the debate on the Euxine Princes Bill, that Lord Middleton possessed the Prussian Order of the Red Eagle, led that nobleman to intervene with the remark that when it was offered to him he wished to decline it, but was forced to accept it. The Red Eagle is certainly not a decoration coveted by the great ones of the earth, for it is one of the most lavishly distributed of the many by means of which the Kaiser maintains his popularity among his subjects.

It is cheap, and for this reason coveted by the Prussian bourgeoisie, whereas the Order of the Black Eagle is almost as exclusive as the English Garter. Red Eagles are allotted generally in January, along with other similar distinctions, at a Festival of Orders, which includes a truly democratic banquet where Bethmann-Hollweg may find himself sitting side by side with a stationmaster, or even his local postman. In the January before the war some 7,000 Orders were handed out at this annual festival, no fewer than 1,200 of which were of the Red Eagle brand.

The Bishop of Lincoln, when he took his seat in the House of Lords for the first time, brought the number of spiritual peers up to the full complement of 26. Appointment to a bishopric does not necessarily carry with it a seat in the House of Lords, Dr. Hicks having had to wait seven years for the present vacancy. Of the 38 Bishops of England and Wales only 24 are entitled to sit in the House. The Bishops of London, Durham and Winchester always enjoy the privilege, as do the two Archbishops, but only 21 others are summoned, and these in order of seniority of appointment.

Most of us have heard of the Clerk of the House of Commons, says the *Daily Chronicle*, but Clerk of the Parliaments, the post from which Sir Henry Graham has just retired after 32 years of admirable service, is an office almost unknown to the public. It originated in bygone days, when both Houses met under the same roof, and the Clerk of the Commons then bore the title of Deputy Clerk of the Parliaments; indeed, that, properly, is his title to this day. Formerly the Clerkship was a glorious sinecure, conferring and receiving patronage and appointments; the actual duties of Clerkship in the House being frequently done by a secretary. But time brings changes, and the Clerk of the Parliaments is now better known as the Clerk of the House of Lords.

It is only recently that most people have become familiar with 21 notes, yet they were first issued just 120 years ago, March 12. Bank notes existed from quite early times; they were ordinarily given by the goldsmiths as receipts for deposits before cheques were invented, about 1781, but they generally represented considerable amounts. Many banks in Great Britain still possess the privilege of using notes, but as far as England and Wales are concerned they have been limited to sums of £5 or over since 1826.

The quack, much prized by collectors of early silver, is the only distinctively Scottish vessel, and was put to all kinds of use, both secular and ecclesiastical. Ale, wine and spirits were quaffed from it (Smollett, in "Hamphrey Clinker," calls it a "quaff"), and out of it was also sipped broth and porridge. Four quacks until quite recently did service as communion cups in the parish church of Ayr, and may do so still, and designed for the same purpose was one example now used in a Banffshire church as a baptismal basin. A year or two ago a very fine quack was sold in London for a little over £400, or at the rate of nearly £20 per oz.



MARINE COURT  
ENQUIRY.

The Hearing Continued To-day.

The enquiry proceeding at the Marine Court into charges of misconduct against the Chief Officer of the s.s. Phenpenh, W. J. Stokes, was resumed this morning, the Court being constituted as before.

Mr. E. H. Sharp, K. C., again represented the Captain, and Mr. H. E. Pollock, K. C., appeared for the Chief Officer.

Mr. Pollock was permitted to first call Mr. N. G. Major, Chief Officer of the s.s. Manipouri, who was last year master of the s.s. Phenpenh. He said that during that time Mr. Stokes was Chief Engineer, and he found him a satisfactory and competent engineer. He was always ready, and kept everything in good order. The ship was an old one and Mr. Stokes frequently complained of the main bearing. They had often to stop because of the bearing. He had had the misfortune to have a drunken Chief Officer and he then stopped the man's drink, but did not stop the engineers' drink. That would not be reasonable, and he would not give such an order as "No treating." Mr. Stokes had often addressed him as "Mr. Man." It was a favourite expression of his, and was not intended as an insult. Asked regarding the refusal of the Chief Engineer to sign the entry in the log respecting the Chief Officer's drunkenness, witness said he would have entered the fact of the refusal in the log. He had been asked to put more cargo on the Phenpenh than she would properly carry, but he had refused to do so. The boat belonged to the same owners as now.

Mr. Pollock went on to ask the Captain's opinion on several of the incidents of the case.

Cross-examined, Captain Major said that a Captain could stop all drink on board if he thought it was necessary. It was not usual for the Captain to be addressed as "Mr. Man," and a thin-skinned man might take umbrage at it. It was not the thing for the Chief Engineer to interfere with the loading of the ship, unless she was overloaded. He did once have to complain to his owners about the interference of Mr. Stokes with the other departments, but after a talk with Mr. Stokes and the other officers, matters were quiet and went on happily.

Answering further questions by Mr. Pollock, witness stated that the agents at Saigon did frequently try to persuade him, both as Chief Officer and Master, to allow more cargo on board.

Replying to a member of the Court, witness said that was one of the reasons why he was dismissed.

Evidence was next given by Dr. Arculli, who was doctor on board the Phenpenh. On April 8, he was having breakfast with the Captain when Mr. Stokes brought a glass of dirty water in. The Master told Mr. Stokes to pump again, and then it would probably be clean. He later tested the water and found that it was quite pure. Witness went on to describe the incident of the engine stopping in the Malacca Straits, and told of how the ship shook. He thought they had struck something.

Mr. Pollock questioned the witness regarding several of the incidents, he saying that the conversations regarding the water were quite friendly.

Mr. H. Conway, formerly Chief Officer of the s.s. Phenpenh, next gave evidence. He spoke of Mr. Stokes handing him two resignations from the 2nd and 3rd Engineers. That was on April 6. Mr. Stokes asked for the time to be stated, and this was done. He thought the entry in the log about the drinking water was quite fair, and that there was likely to be trouble arising from the Chief Engineer's methods of testing it.

In reply to Mr. Pollock, witness said that when the Chief Engineer was walking about with the samples of dirty water, he was probably taking them to the Captain.

You do not suggest that there was anything wrong?—I should think under these circumstances that if he found the water tainted he should keep it to himself. It was not to his advantage to

make trouble?—You would not think so.

Answering further questions, witness said that Mr. Stokes' conduct was likely to cause trouble, as the Chinese would think the water was contaminated. There was no approach to an attempt to mutiny among the emigrants. He would not say that Mr. Stokes had tried to commit an act of barratry or had attempted to induce others to do so.

Answering Mr. Shenton, witness said these journeys up on deck with dirty water were quite unnecessary. Lee Yuen, one of the partners in the Wo Fat Sing, next gave evidence, saying that on March 29 he was managing the shipping business at Saigon and went on board the Phenpenh to see about further cargo being put on board. He saw the Captain, who sent for Mr. Stokes and asked him whether he could take any more cargo on the ship. Mr. Stokes did not answer and sent for the Second Engineer. When he came Mr. Stokes asked witness how it was that he wanted a favour done and never paid for it. He had never requested Capt. Major to overload his ship and Capt. Major was not dismissed from the Company because he refused to do so. Capt. Major on many occasions made reports about Mr. Stokes.

Replying to questions by Mr. Pollock, the witness said Captain Major's complaint was a verbal complaint. There was a good deal of complaint about the "chow" supplied. They had never tried to put more cargo on the ship than it should carry, even though freights were high, because the ship was valuable and was not insured. He heard Mr. Stokes say that if any more cargo were loaded he and his men would go over the side.

E. J. Spink, formerly master of the s.s. Phenpenh, said that his period of command embraced two voyages to Saigon and back. On January 7 he left Saigon and arrived here on the 15th. During the voyage he encountered very bad weather and there was a fracture of the steam pipe to the windlass. Just before reaching Hongkong, he sent an officer with a message to the Chief Engineer asking if it were possible to have the steam pipe mended before arriving in Hongkong. The officer came back, closely followed by Mr. Stokes, who asked why he (witness) had used the words "was it possible?" He said he was quite hurt by it and considered it was one of those careless things which had better been left unsaid, as, of course, it was quite possible. Witness explained the matter and the incident closed. There was another incident on January 14, at about 8 p.m., when he thought the engines had stopped. He asked the Chief Officer to send the Chief Engineer a note, "with my compliments," asking why the engines had stopped. He replied on the back of the note that the engines were not stopped but merely eased down. He requested the Chief Officer to write another courteous note, informing him that in the future when it was necessary to ease the engines to let him (witness) know. The Chief Engineer replied that his first duty was to his engine, and it was not always convenient or possible to report, and that he would consider the matter in the future.

He then wrote to Mr. Stokes, saying that his first duty was not to obey his superior officer and that when it was necessary to ease the engines down, witness was to be immediately informed. He replied that he failed to see where he had disobeyed his superior officer. Witness sent another letter saying that he had not yet replied to the request. On the following morning, he asked the Chief Engineer to come to his room, but he replied that he was on watch and could not come. He sent another message and he came, and witness told him that being on watch was no excuse for disobeying his summons, as he was quite aware that he usually kept his watch in his cabin for lengthy intervals, leaving the No. 1 in charge. He said he wished to have a serious talk with him.

The hearing was adjourned until to-morrow morning.

## THE FREIGHT MARKET.

Messrs. Snowman and Company's Report.

Messrs. Snowman and Co., in their report dated May 12, state:—

Since last reporting on the 28th ult., although there has been little change in berth loading rates of freight, rates for time-charter have still further hardened and the fixture of a small Norwegian steamer on the basis of \$20.00 per d.w. ton per month, for one year, is reported. Negotiations for other steamers on the same rate parity are in course of being arranged. During the interval the Saigon/Hongkong rate strengthened slightly during the first part of the period under review but has since weakened. Fixtures of small outsiders were made at \$1.10 and \$1.05 per picul and afterwards, of regular liners, at \$1.05 and \$1.00. A small outsider has been fixed for a number of trips at \$1.00, but just previous to going to press there seems to be little demand and offers for tonnage only come through at 85 cents per picul.

Exports of rice from Saigon from 1st January to 17th April amount to 282,899 tons as compared with 309,286 tons for the same period last year. Quotation for No. 2 white round sifted rice stands at \$3.76 per picul f.o.b. Saigon for May/June shipment.

Bangkok/Hongkong:—The rate still remains strong but although the fixture of a small Norwegian steamer was put through at \$1.30 per picul and offers made at \$1.35, when tonnage was offered firm at \$1.40 per picul, no acceptance could be obtained. A fixture has also been made at \$1.25 per picul for outside the bar loading.

Saigon/Java:—Rates stand at about \$1.30/\$1.35 per picul with nothing reported.

Saigon/Philippines:—The demand in this direction is being well filled by Philippine owned tonnage. Freight rate stands, nominally, at about \$1.25/\$1.30 per picul.

Newchwang/Canton:—A fixture is reported of a small outsider at \$1.25 per picul.

Coal:—We have nothing further to add to our last advice. Rates for local Hongkong business have been well maintained and principals have wisely taken advantage of what little tonnage has been offering.

Fixtures Reported:—Hongkong/Hongkong, 12 trips, at \$9.25 net; Hongkong/Swato at \$10.50; Hongkong/Canton, 2 trips, at \$10.50 and Hongkong/Canton at \$10.50 per ton.

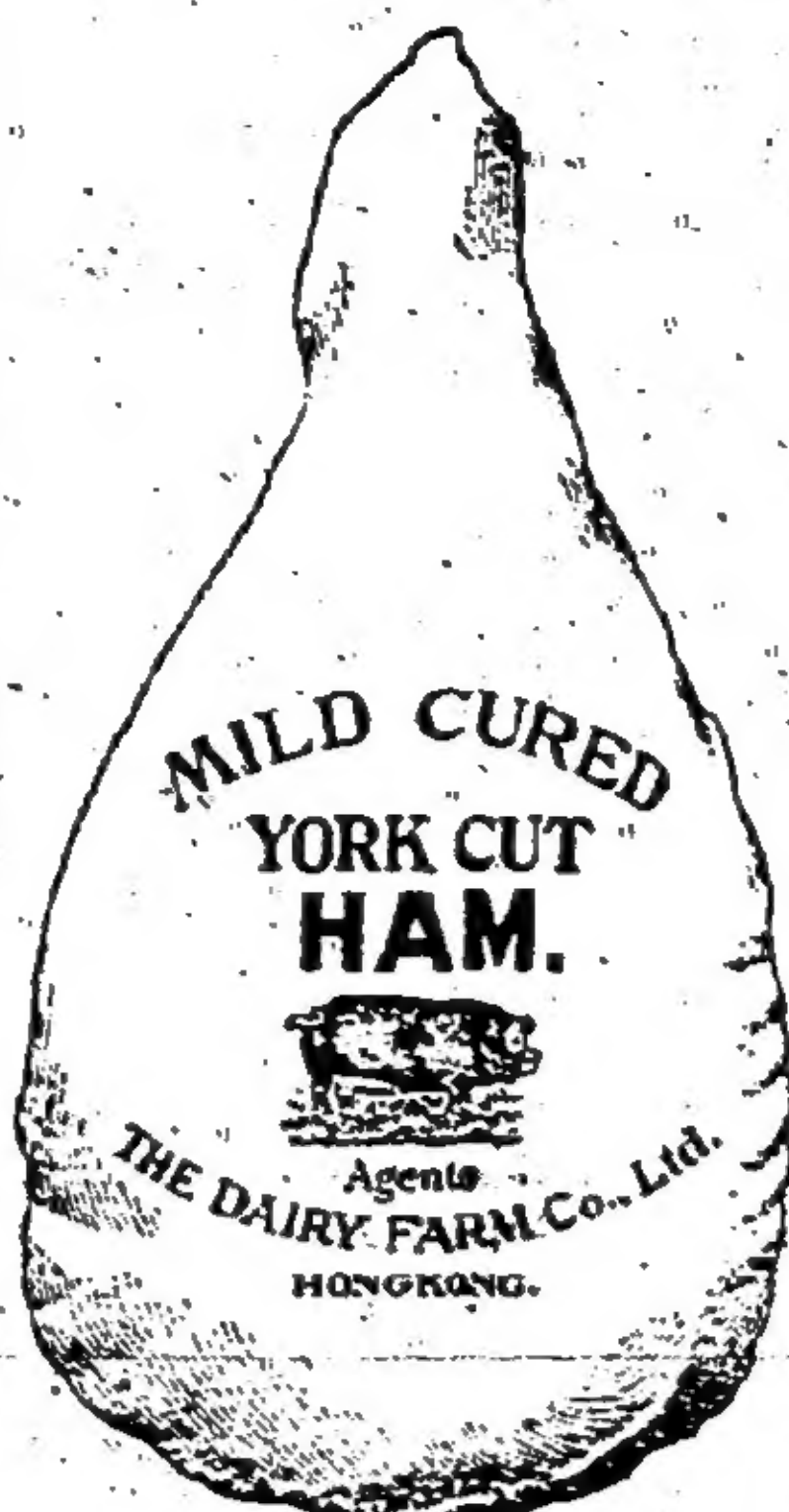
## ILL THROUGH NEGLECT.

There are many people, including most women, who will take far more trouble about anyone else's health than their own. This sort of selfishness is not really kind; it is not right. A person in bad health is always a burden in some way or another. To save others from becoming a burden, and allow one's self to become an invalid, is neither wise nor generous.

Science shows that nine-tenths of the ills which afflict mankind, and women especially, are due to poor and thin blood. This is Aramis—too little blood, and blood that is not good. From the moment you realise that new blood will put an end to a number of ailments—rheumatism, nervous weakness, indigestion, bloodlessness, and the headaches and backaches of the fair sex—you know that a remedy is in your own hands. For it is well known and proved that Dr. Williams' pink pills for pale people are able to make abundance of new blood, and this blood the richest and purest, such as flows in the veins of vigorous, healthy people. It is important, though, to get the genuine Dr. Williams' at once, for substitutes do not help you. Also obtainable direct, one bottle \$1.50, six for \$8, from Dr. Williams' Medicine Co., 95 Seaboard Road, Shanghai.

Free, for a post card to above address a useful health handbook, "The Blood and its Work."

## DAIRY FARM NEWS.



ABSOLUTELY  
THE  
BEST  
IN  
THE  
COLONY.

TO-DAY'S  
ADVERTISEMENTS.

## WANTED.

WANTED.—SMALL FLAT.  
Over shop or Office would suit. Box 1285 "Hongkong Telegraph."

NOTICE TO CONSIGNEES.  
PACIFIC MAIL STEAMSHIP COMPANY.

S.S. "VENEZUELA."  
From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

The above-mentioned vessel having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, at-stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Wednesday, May 23rd, at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after May 24th, 1917, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately  
PACIFIC MAIL S.S. CO.  
R.C. MORTON,  
General Agent.  
Hongkong, 17th May, 1917.

## JAVA-CHINA-JAPAN L.I.N.

## NOTICE TO CONSIGNEES.

From KOBE.

## THE Steamship

"S.S. TJBODAS."

having arrived from above port Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by 24th May 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd May, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer; otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by  
JAVA-CHINA-JAPAN L.I.N.  
Head Office.  
Hongkong, 17th May 1917.

TO-DAY'S  
ADVERTISEMENTS.

## WANTED.

WANTED.—AN EUROPEAN  
ENGINEER for H. M.  
Tug—Rate of "Pay \$7.00 per day for seven days per week. Apply Chief Engineer, H. M. Dockyard."

KONINKLYKE PAKET-  
VAART MAATSCHAPPY.

## NOTICE TO CONSIGNEES.

From SINGAPORE

## THE Steamship

"S. JACOB."

having arrived from the above port, Consignees of cargo by her are hereby notified that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by 23rd May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 22nd May, 1917, at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by  
JAVA-CHINA-JAPAN L.I.N.  
Agents.  
Hongkong, 17th May, 1917.

## SAKURA BEER



SOLE AGENTS:  
SUZUKI & CO.  
TEL. 468  
ALEXANDRA BUILDING.

\$13.00

THE PRICE OF AN

"Andamax"

Pocket  
Slip-on

WATERPROOF

VERY LIGHT WEIGHT. STRONG AND DURABLE.

MACKINTOSH

Men's Wear Specialists.

18 DES VŒUX ROAD.

TELEPHONE NO. 22

Wm. **Powell** Ltd  
TELEPHONE 346

## NEW AGENCY

**KELTIC**  
REGD

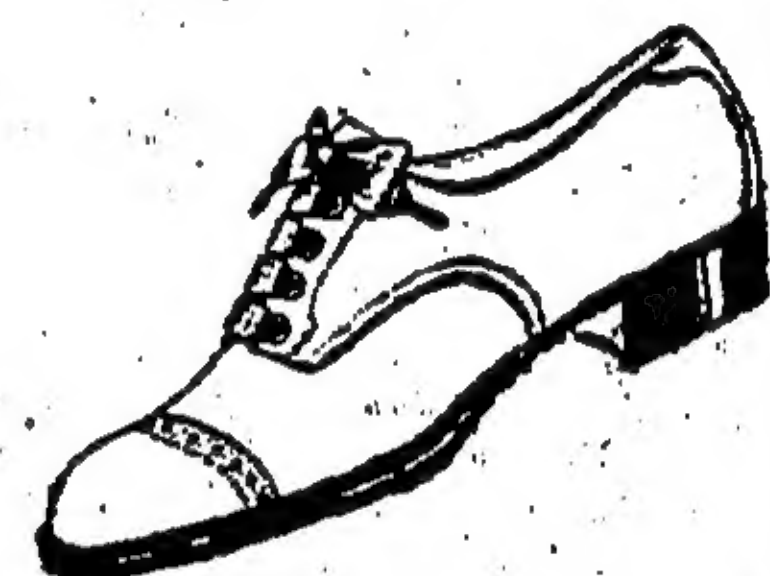
BOOTS & SHOES  
SCOTLAND'S BEST FOOTWEAR.

BLACK &amp; BROWN

BOOTS, SHOES,

BROGUES.

ALL FITTINGS.



## NOTICE OF REMOVAL.

We beg to notify the public that we shall be REMOVING OUR STORE on the 21st inst. to NO. 16, DES VŒUX ROAD, the premises now in the occupation of Messrs. THOS. COOK & SON.

**ANDERSON MUSIC CO., LTD.**

Hongkong, 15th May, 1917.

**Bols'**

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**FAMOUS GIN.**

Known all over the World since its Foundation  
A. D. 1575.

SOLE AGENTS:  
GANDE, PRICE & CO., LTD.  
TEL. NO. 124.



## SHIPPING

## P. &amp; O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON &amp; BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID &amp; MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID &amp; MARSEILLES.

SHANGHAI, MOJI, KOBE &amp; YOKOHAMA.

LONDON &amp; BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID &amp; MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:—

P. & O. S. N. Co.'s office  
Hongkong, 1st April, 1917.E. V. D. Parr,  
Superintendent.CANADIAN PACIFIC  
OCEAN SERVICES  
LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

20,525 tons displacement. 30,625 tons displacement.

Electric Light in Every Cabin. Electric Light in Every Berth.

One Two and Three-Bedroom Suites with Private Bath.

Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamships, with Modern Accommodations.

Excellent Table. Reduced First Class Fares.

S.S. "Monteagle" calls at Moji instead of Nagasaki. All STEAMERS call at Shanghai both East and West Bound.

Through Bill of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European Ports and the West Indies.

For information as to Rate of Freight, Passage, etc. apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. M. WALLACE, General Agent, Hong Kong.

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## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira.		
VICTORIA, B.C., SEATTLE via Kailash, Shai, Mon, Kobe, Yokkaichi, Shimizu & Yokohama.	\$Kamakura Maru Capt. Shirai T. 12,500	FRI, 8th June, at noon.
CUTTA via S'pore, Pang & Rangoon.	\$Shidzuoka Maru Capt. N. ma T. 12,500	WED., 20th June, at noon.
BOMBAY via S'pore, Malacca & C'bo.		
KOBE	Tenshin Maru Capt. Taniguchi T. 8,000	THURSDAY, 17th May, FRI, 18th May, at 11 a.m.
SHANGHAI and Kobe	\$Kamo Maru Capt. Inazu T. 16,000	FRI, 25th May, at 11 a.m.
SHANGHAI, Kobe and Yokohama	\$Kashima Maru Capt. Tozawa T. 21,000	ISATURDAY, 19th May, WEDNESDAY, 30th May.
SHANGHAI, Kobe and Yokohama	Taisho Maru Capt. Ogawa T. 8,000	ISATURDAY, 19th May, WEDNESDAY, 30th May.
SHANGHAI, Kobe and Yokohama	Benien Maru Capt. Tomita T. 8,000	ISATURDAY, 19th May, WEDNESDAY, 30th May.
NAGASAKI, Kobe and Yokohama	\$Tango Maru Capt. Soyeda T. 13,500	ISATURDAY, 19th May, WEDNESDAY, 30th May.
SHANGHAI Moji and Kobe	Penang Maru Capt. Kishibiki T. 10,000	SUNDAY, 12th May.
EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).		
NEW YORK via Manila, San Francisco, Panama and Colon.		
\$ Wireless Telegraphy. Telephone Nos. 292 & 293.		
NIPPON YUSEN KAISHA. B. MORI, Manager.		

## TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Tenyo Maru	22,000—21 knots	23rd May.
Nippon Maru	11,000—15 knots	14th June.
Shinyo Maru	22,000—21 knots	19th June.
Persia Maru	9,000—14 knots	3rd July.
Korea Maru	18,600—18 knots	14th July.
Siberia Maru	18,000—18 knots	25th July.
1st class to London G\$348, (£71.10.0), return G\$676, (£122).		
to San Francisco G\$350, return G\$437.50.		
*For this voyage the Persia Maru will call at Honolulu.		
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, to ROUND THE WORLD TICKETS issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.		
Passengers may travel or Railway outside of call in Japan free of charge.		
SOUTH AMERICAN LINE.		
VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELOS.		
Steamer	Tons & Speed	Leave Hongkong
Anyo Maru	18,500—15 knots	11th Sept.
For Full Particulars as to Passage & Freight, apply to T. DAIGO, Agent, KING'S BUILDINGS.		

## JAVA PACIFIC LINE

OF THE  
JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Arakan	20th May.	S.S. Bintang	12th July.
Tjisondari	11th June.		

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:—

HONGKONG, YORK BUILDINGS.

Managing Agents.

J. M. WALLACE, General Agent, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

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J. M. WALLACE, General Agent, Hong Kong.

## SHIPPING

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI	Shantung	17th May at 4 p.m.
WEIHAIWEI & TIENSIN	Huichow	18th May at noon.
SHANGHAI	Yingchow	19th May at 4 p.m.
PAKHAI & HAIPHONG	Kailong	22nd May at noon.
SHANGHAI	Chenan	22nd May at 4 p.m.
TIENSIN	Kwellin	24th May at noon.
MANILA, CEBU & ILOILO	Teian	30th May at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Twin Screw Steamers "Chinua," "Taming," and "Teian." Excellent Saloon accommodation Amidships; Electric fans fitted; Extra State-rooms on Deck Aft, on "Taming" &amp; "Teian."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Sunning," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation; electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD &amp; SWIRE, Agents.

Telephone No. 36.

Hongkong May 16, 1917.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tjilatjap	in port	22nd May	22nd May	MOJI & KOBE
Tjipanas	24th May	29th May	29th May	SHANGHAI
Tjiloroem	5th June	11th June	11th June	KOBE
	7th June	13th June	13th June	SHANGHAI

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings, 115

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having

good accommodation for first Class Passengers, Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FUOCHOW AND RETURN.

(Occupying 7 to 10 days.)

Steamships. Captain Leaving.

Haitan ... A. E. Hodgins ... TUES. 22nd May, at noon.

Haihong ... J. W. Evans ... FRI. 25th May, at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik &amp; Co., General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Wingsang	Sat., 19th May at 3 p.m.
SHANGHAI	Wingsang	Sun., 20th May at d'light.
SHANGHAI	Wosang	Thur., 24th May at d'light.
MANILA	Taisang	Sat., 26th May at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon.

HANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the rate tickets can be obtained for Southern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at other when convenient.

BORNEO LINE—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON &amp; CO., LTD.

General Managers.

Telephone No. 215.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

Branches and Agencies in all parts of the Commercial World.

BANKERS.

FORWARDERS.

TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHEQUES—

the best form in which to carry travel funds.

13, QUEEN'S ROAD, CENTRAL, TEL. NO. 2089.

If you have lost your appetite

one of the big variety of

dainty dishes at the ELKAN-

DOR CAFE is sure to tempt

you.

## SHIPPING NEWS.

Shipping Activity in Spain.

Five of the largest shipping

concerns in Spain have now been

brought together under one

management, and this fusion has

been completed with the object

of reducing expenses and to

obtain all supplies at lower cost.

This new concern has been

registered under the name of

"Compania Transmediterranea"

and it is hoped that fortnightly

circulars about shipping and

sailing may soon be issued.

Sailings between western France,

the United Kingdom and Med-

iterranean ports will be the chief

object of the new company's

activity.

New Freight Service for T. K. K.

Following the lead of the

Nippon Yusen Kaisha, the Toyo

Kisen Kaisha has announced its

decision of opening a direct

fortnightly freight service be-

tween San Francisco and Kobe,

touching only at Yokohama.

Four cargo vessels, the Sinyo

Maru, the Kawanto Maru, the

Nichiyo Maru and Unkai Maru,

each of about 3,500 tons gross,

will be commissioned on the new

line in order to lessen the freight

congestion which has increased

on the Pacific since the war.

Cargo space on these four vessels

will be offered only to merchants

in Japan.

Hankow Shipping.

The total number and tonnage

of vessels which entered and

cleared at Hankow during the

quarter ended in December 1916,

was 8,084 vessels of 1,624,702 tons,

which was an increase of 4.8



## NOTICES.

WELLS FARGO & CO.  
EXPRESS.

FORWARDERS TO ALL PARTS OF THE  
WORLD. SPECIAL ATTENTION GIVEN TO THE  
SHIPPING OF TOURISTS' BAGGAGE AND PUR-  
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.  
FORWARDING DEPT.  
1a, Chater Road. Phone No. 1500.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN  
DELI (Sumatra) via Swatow.  
Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited  
number of passengers, is fitted with all modern conveniences  
and carries a duly qualified surgeon.  
For freight and passage apply to—  
York Building, Tel. 1574. JAVA-CHINA-JAPAN LIJN.  
Rongkong, 30th Dec., 1916. Agents.

PACIFIC MAIL S.S. CO.  
U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA,"  
14,000 tons each.

Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA" For dates of sailing apply  
S.S. "ECUADOR" at Company's Office.  
S.S. "COLOMBIA"

These steamers have the most modern equipment including over  
head electric fans and electric lighting ALL LOWER BERTHS &  
Large Comfortable State-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration.  
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian  
Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,  
Apply to—  
ALEXANDRA BUILDINGS,  
Chater Road.

Telephone No. 141.

HONGKONG, CANTON, MACAO  
& WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer ..... \$ 7.00  
Return Fare by Night (available also for return by day steamer) 12.00  
Single Fare by Day Steamer ..... 6.00  
Return Fare by Day Steamer ..... 11.00

HONGKONG TO CANTON, | CANTON TO HONGKONG.

THURSDAY, 17th MAY, 1917.

10.00 p.m. Heungshan. | 4.00 p.m. Fatshan.

FRIDAY, 18th MAY, 1917.

8.00 a.m. Fatshan. | 8.00 a.m. Kinshan.  
10.00 p.m. Kinshan. | 4.30 p.m. Heungshan.

## HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,008. | S.S. Sui Tai Tons 1,651.  
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok  
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's  
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

## EXCURSION TO MACAO.

SUNDAY, 20th MAY, 1917.

The Company's Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at  
9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on  
Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the  
Company's Wing Lok Street Wharf.

The attention of the Public is drawn to special facilities  
afforded by the Police Department of the Macao Government.  
Passes are issued at the Police Station facing the Company's Wharf  
thus obviating delay and trouble in having to apply at this Head  
Police Station for permits.

Fares: Saloon, Single \$3, Return \$5.

FARES AS USUAL.

MACAO-CANTON LINE.  
SERVICE SUSPENDED.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 569 Tons.

One of the above Steamers leaves Canton for Wuchow every  
Monday, Wednesday, and Friday, at about 8 a.m. and the other  
saves Wuchow for Canton on the same days at 8.30 a.m. Round  
trip take about 5 days. Passengers can return to Hongkong or vice  
versa by the Company's direct steamers LINTAN and SANUI.  
These vessels have superior Cabin accommodation and are lighted  
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS (First Floor), Opposite the Black Flag.

## NOTICES.

TAIKOO DOCKYARD,  
BUILDERS OF SHIPS, ENGINES,  
BOILERS

Of all Types and Sizes, Repairers, Salvors,  
Forgemasters, Brass and Iron Founders,  
Electrical and Mechanical Engineers.

GRAVING DOCK.

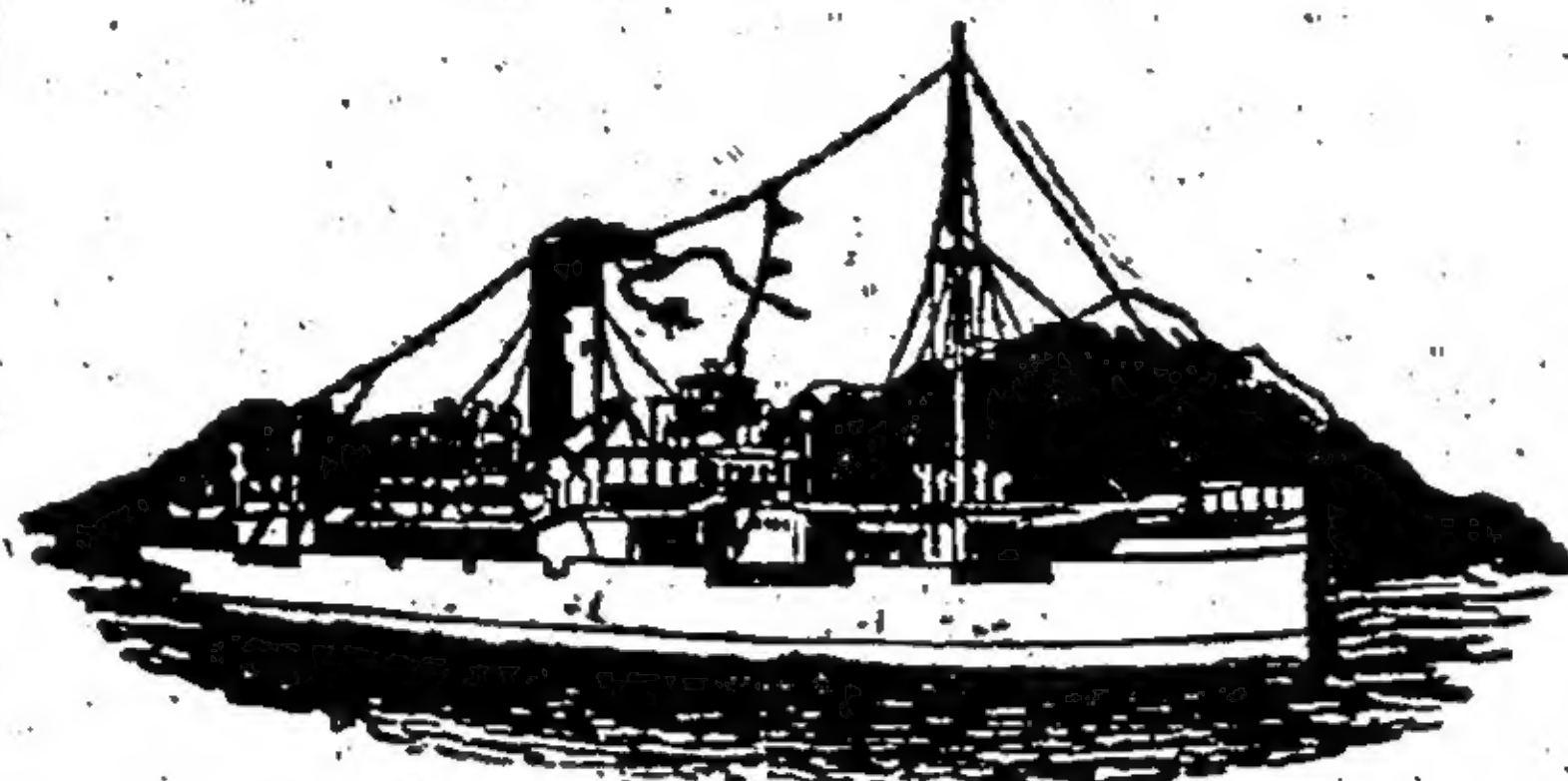
78' x 88' x 34'-6"

PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "RAJANG" launched April, 1916.

OXY-ACETYLENE

and Electric Welding Systems.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.  
Marine & Road Motors, Light Draft Carriers,  
Gunboats, Speedy Launches, Harbour Craft,  
Houseboats and Pleasure Craft of every descrip-  
tion. Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND  
ENGINEERING COMPANY,  
OF HONGKONG, LIMITED.  
BUTTERFIELD & SWIRE,  
HONGKONG, CHINA & JAPAN, AGENTS.

Tel. Address "TAIKOODOCK" Tel. No. 212.

## GRAND ASSAULT AT ARMS

UNDER THE AUSPICES

OF THE HONGKONG POLICE RESERVE

ON

VOLUNTEER PARADE GROUND

ON

Saturday, 19th May.

EXTRA SPECIAL 15-ROUND INTERNATIONAL HEAVY.

WEIGHT CONTEST.

CORPORAL SCOTT, R. E. V. GUNNER CRAIG, U. S. N.

SPECIAL 10-ROUND INTERNATIONAL CONTEST.

LIGHTWEIGHT.

SAP. RICHARDS, R. E. V. BATTING BRANNICAN, U. S. N.

INTERNATIONAL 6-ROUND CONTEST.

LIGHT HEAVYWEIGHT.

CPL. ROYAL U. S. M. C. V. SAP. SUNLEIGH, R. E.

SIX ROUND CONTEST.

SEAMAN SIMES, R. N. V. SAP. SMITH, R. E.

SIX ROUND CONTEST.

CPL. STUBBS, V. SEAMAN ALLAN, R. N.

SIX ROUND CONTEST.

KID KOCH U. S. M. C. V. SAILOR FOX, U. S. N.

REFEREES—H. J. GEDGE, ESQ. and W. S. BAILEY, ESQ.

TIME KEEPERS—SGT. PITT and MR. A. B. ALLAN.

The Band of the Hongkong Police Reserve

will be in attendance.

Doors Open at 8 p.m. Commence 8.30 p.m. Sharp.

Prices of Admission:—Ringside \$10 and \$5. Stalls \$3,  
Pit \$1.

Members of H. M.'s Naval and Military Regular Services in  
uniform Half Price to Stalls and Pit.

All Profits will be devoted to War Charities.

## NOTICE.

WM. POWELL LTD.

NOTICE IS HEREBY given  
that the SIXTEENTH  
ORDINARY GENERAL MEET-  
ING OF SHAREHOLDERS in  
the above Company will be held  
at the Company's Offices on  
WEDNESDAY, the 23rd May,  
1917, at 12 o'clock NOON, for the  
purpose of receiving the Report  
of the Directors, and Statement  
of Accounts to 23rd February,  
1917.

The TRANSFER BOOKS of  
the Company will be CLOSED  
from the 16th May, the 23rd  
May, both days inclusive.

H. O. HOLT,

Secretary.

Hongkong, 2nd May, 1917.

## SINGON &amp; CO.

Established A.D. 1890.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Castings Importers, General Store-  
keepers and Shipchandeliers. Nos. 45, and  
57, Ring Lane Street, (2nd Street, west  
of Central Market) Telephone No. 514.

## TSANG FOOK.

Watches and Timepieces  
PIANO & ORGANS REPAIRED, TUN-  
ED & REGULATED. CASES RE-POL-  
ISHED. WORK & FINISH GUARANTEED.  
LOWEST CHARGES. CONSISTENT  
WITH BEST WORKMANSHIP. ES-  
TIMATES GIVEN ON REQUEST.

THE ALEXANDRA CAFE.  
Sustained, Large Shipments of  
Choice Wines.

## VESSELS LOADING AND TO LOAD.

## CONSIGNEES

TOYO KISEN KAISHA.

S.S. "TENYO MARU."

From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
and SHANGHAI.

The above named steamer  
having arrived, consignees of  
cargo are hereby notified to  
send in their Bills of Lading for  
countersignature, and to take  
immediate delivery of cargo from  
alongside.

Cargo remaining undelivered  
on 13th May, at 5 P.M., will  
be landed at consignees' risk and  
expense, and delivery must then  
be taken from the Company's  
Godown.

Storage charges will be assess-  
ed on all cargo remaining un-  
delivered on 16th May, at 5 P.M.  
No Fire Insurance whatever  
will be effected.

No Claims will be recognised  
after the goods have left the  
Steamer or Godown.

All chafed and damaged cargo  
will be landed into the Company's  
Godown, where they will be  
examined on 24th May, at 10 A.M.  
No Claim will be recognised if  
filed after the 31st May, 1917.

T. DAIGO,

Agent.

Hongkong, 11th May, 1917.

## WATER RETURN.

Level and Storage of water in  
Reservoirs on May 1, 1917.

CITY AND HILL DISTRICT WATER  
WORKS LEVEL.

	1916	1917
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4

STORAGE IN MILLIONS AND  
DECIMALS OF GALLONS.

	1916	1917
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4
Tyram	101.4	101.4

Consumption of water in the City and Hill District  
in millions and decimals of gallons during the month of April, 1917.

	1916	1917
Consumption	101.4	101.4
Estimated	101.4	101.4
Population	101.4	101.4
Consumption per	101.4	101.4
head per day	101.4	101.4
Services to houses in the Hill District	101.4	101.4
disconnected from Hill Main and a supply given	101.4	101.4
by public street fountains only during April	101.4	101.4
in both years 1916 and 1917.	101.4	101.4

KOWLOON WATER WORKS LEVEL.

	1916	1917
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4
Kowloon	101.4	101.4

Consumption of water in Kowloon in millions and  
decimals of gallons during the month of April, 1917.

	1916	1917
Consumption	101.4	101.4
Estimated	101.4	101.4
Population	101.4	101.4
Consumption per	101.4	101.4
head per day	101.4	101.4
Services to houses in the Hill District	101.4	101.4
disconnected from Hill Main and a supply given	101.4	101.4
by public street fountains only during April	101.4	101.4
in both years 1916 and 1917.	101.4	101.4

The Government Analyst's reports show that the  
water is of excellent quality.W. CHATHAM,  
Public Works Department, Water Authority.

## NOTICE.

## ADVERTISE

WITH US: OUR CHARGE IS

2 CENTS

PER PAGE

DOLLAR DIRECTORY CO.

Pedder Street. Telephone 1906.

## NOTICES.

## MAN LOONG.

FIRST-CLASS PRESERVES, CIGARS  
AND SOY MANUFACTURERS.  
Factory at Tsuenmu.  
OFFICE: No. 34, Des Voeux Road, W.  
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in  
this class of Goods. Our Fruit &  
Sweets are all fresh and of the first pick.  
Our Syrup is prepared from the best  
quality of Sugar. We give our special  
attention to the business and sanitary  
arrangements.

## MITSUBISHI GOSHI

KWAISHA.

(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF  
TAKASIMA, OCHI, MUTABE, KISHI,  
IKADA, YOSHIMOTO, HOJO, NAWA,  
ZUYA, SAYO, KAWADA, SHINHEI,  
KAWAYAMADA, BISHAI and OYUNAR  
Collieries.  
Agents for SAKITO COAL.

HEAD OFFICE—

MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI  
MOJI, KATSUMI, WAKAMATSU,  
OTABU, MURORAN, HAKODATE,  
KOBÉ, OSAKA, KYŌTO, YOKO-  
HAMA, NAGOYA, TSUBUGA, YAMAGUCHI,  
YAMAGATA, HANKOW, PEKING,  
LONDON, NEW YORK, SHANGHAI,  
HONGKONG, HAIKOW and  
CANTON.

Cable Address:—"IWASAKI"  
Code: AL. A.B.A. 5th Ed., West-  
ern Union, and Bentley's.  
AGENTS—

CHINKING—Messrs. GEAR-  
ING & CO., MANILA—Messrs.  
MACONDRAY & CO., SINGA-  
PORE—Messrs. BORNEO CO.,  
LTD., GLASGOW—Messrs. A.R.  
BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—

K. KATO,

Manager,

Hongkong, No. 2, Pedder Street.

## NOTICES.

## EUROPEAN AGENCY.

WHOLESALE Indents

promptly executed at lowest

cash prices for all British and

Continental goods, including:

Books and Stationery.

Boots, Shoes and Leather.

Chemicals and Druggists.

Sundries.

China, Earthenware and

Glassware.

Cycles, Motor Cars and

Accessories.

Drapery, Millinery and Piece

Good.

Fancy Goods and Perfumery.

Hardware, Machinery and

Metals.

Jewellery, Plate and Watches.

Photographic &amp; Optical Goods.

Provisions and Oils and Stores

etc., etc.

Commission 2 1/2% to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Caskets from £10 upwards.

Consignments of Produce Sold

on Account.

WILLIAM WILSON &amp; SONS

(Established 1841)

25 ABINGDON LANE, LONDON, E.C.

Cable Address: "Annulet" London.

Cable Address: "Annulet" London.

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Cable Address: "Annulet" London.











## There's a Difference



BETWEEN  
"GOLD BAND"  
AND OTHER  
CIGARETTES.

Where nothing could please before  
"GOLD BAND" brings pleasure  
and satisfaction in a measure  
difficult to describe.



## PUBLIC AUCTIONS.

GEO. P. LAMMERT.

AUCTIONEER & GENERAL  
BROKER.

THE Undersigned has received  
instructions to sell by Public  
Auction on  
**THURSDAY, the 18th May,**  
1917.

commencing at 10.30 a.m.  
at his Sales Rooms, Duddell  
Street.

without Reserve.  
**A Fine selection of Canton  
Blackwood-ware.**

Comprising:—  
4 Large Curio cabinets, 2  
small curio cabinets, 1 hatstand,  
1 sideboard, 1 overmantel,  
1 Lady's desk, 2 couches, 6 hall  
chairs, jardiniere flower stands,  
tables and stools, photo frames,  
etc., etc.

Also.

1 Upright grand piano by  
"Robinson Piano Co." (in good  
condition.)

And

2 Large Steel Safes.  
On view from Wednesday, the  
16th inst.

Terms:—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.

THE Undersigned has received  
instructions to sell by Public  
Auction on  
**FRIDAY, the 18th May,**  
1917.

commencing at 2.30 p.m.  
at "BLUE BUNGALOW,"  
Peak Road.

Sundry Household Furniture  
Also

1 Upright Grand Piano by  
"Lorner" (in perfect con-  
dition.)

1 Columbia Gramophone and  
records.

On view from Thursday, the  
17th inst.  
Catalogues will be issued.  
Terms: Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.

THE Undersigned has received  
instructions to sell by Public  
Auction on  
**SATURDAY, the 19th May,**  
1917.

commencing at 11 a.m.  
at his Sales Rooms, Duddell  
Street.

A Large Quantity of Horlick's  
Malted Milk, Waterbury's Cod  
Liver Oil, Scott's & Anker's  
Emulsion, Syrup of Figs, Sugar  
of Malt, Vinolia & Otto of Rose  
Soap, Coal Tar & Lavender Soap,  
Lynin Amara, Lysol, Herpicide,  
etc., etc.

On view from Friday, the  
18th inst.  
Catalogues will be issued.  
Terms:—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.

## PUBLIC AUCTION.

THE Undersigned has received  
instructions from the Liquidators  
of Messrs. Jebson & Co.,  
in pursuance of an order of the  
Hongkong Government, to sell  
by public auction at 12 o'clock  
(NOON) on **TUESDAY** the 31st  
day of July, 1917, at his sales  
rooms, Duddell Street.

**THE VALUABLE LEASE-  
HOLD PROPERTY** situate at  
The Peak, Hongkong and being  
Rural Building Lot No. 19.

In One Lot.

The property consists of:—  
The piece or parcel of ground  
and premises known as  
"Lyeholt," 104 The Peak, situated  
near Mount Gough in the Colony  
of Hongkong with an area of  
124,032 square feet and registered  
in the Land Office as Rural  
Building Lot No. 19.

The lot is held for the un-  
expired residue of a term of 75  
years created therein by an  
indenture of Crown Lease dated  
the 23rd day of April, 1886.

The Annual Crown Rent is  
\$85.00.

The further particulars and  
conditions of sale apply to  
Messrs. Wilkinson & Grist,  
Solicitors for the Liquidators or  
to the undersigned.

GEO. P. LAMMERT,

Auctioneer.

## FOR SALE.

**MOTOR CARS, MOTOR CARS**  
1917 Overland Touring Cars,  
6 Cylinder, 7 Seater.  
GEO. P. LAMMERT,  
Duddell Street.

Hongkong, 18th February, 1917.

## NOTICES.

**THE HONGKONG & SOUTH  
CHINA WAR SAVINGS  
ASSOCIATION.**

APPLICATION forms for  
Membership of the above  
Association may be obtained  
from all the Banks or from the  
undersigned.

**THE UNION INSURANCE  
SOCIETY OF CANTON, LTD.,**  
Honorary Secretaries &  
Treasurers.

Hongkong, 15th January, 1917.

A. S. WATSON &amp; CO., LTD.

**NOTICE IS HEREBY GIVEN**  
that the THIRTY-SECOND  
ANNUAL ORDINARY GEN-  
ERAL MEETING of the Com-  
pany (since its registration) will  
be held at the HONGKONG  
HOTEL, Hongkong, on SATUR-  
DAY, the 26th of May, 1917, at  
NOON, for the purpose of receiv-  
ing the Report of the General  
Managers together with a State-  
ments to the 31st December, 1916.

THE REGISTER of SHARES  
of the Company will be CLOSED  
from MONDAY, 21st, to  
MONDAY 28th May, 1917,  
both days inclusive, during  
which period no Transfer of  
Shares can be Registered.

JOHN D. HUMPHREYS

&amp; SON,

General Managers.  
Hongkong, 12th May, 1917.

## NOTICES

G. R.

**PARTICULARS AND CONDI-  
TIONS** of the letting by Public  
Auction Sale, to be held on Mon-  
day, the 21st day of May,  
1917, at 3 p.m., at the Offices  
of the Public Works Department,  
by Order of His Excellency the  
Governor, of One Lot of Crown  
Land above Bowen Road, in  
the Colony of Hongkong for a  
term of 75 years, with the option  
of renewal at a Crown Rent to be  
fixed by the Surveyor of His  
Majesty the King, for one further  
term of 75 years.

## PARTICULARS OF THE LOT.

Boundary Measurements (Approximate)	Content in Square Feet	Annual Rent (Estimated)	Notes
1. 1/2 acre (approx.)	13,068	\$10.00	1. 1/2 acre (approx.)
2. 1/4 acre (approx.)	6,534	\$5.00	2. 1/4 acre (approx.)
3. 1/8 acre (approx.)	3,267	\$2.50	3. 1/8 acre (approx.)
4. 1/16 acre (approx.)	1,633	\$1.25	4. 1/16 acre (approx.)
5. 1/32 acre (approx.)	817	\$0.62	5. 1/32 acre (approx.)
6. 1/64 acre (approx.)	408	\$0.31	6. 1/64 acre (approx.)
7. 1/128 acre (approx.)	204	\$0.16	7. 1/128 acre (approx.)
8. 1/256 acre (approx.)	102	\$0.08	8. 1/256 acre (approx.)
9. 1/512 acre (approx.)	51	\$0.04	9. 1/512 acre (approx.)
10. 1/1024 acre (approx.)	25	\$0.02	10. 1/1024 acre (approx.)
11. 1/2048 acre (approx.)	12	\$0.01	11. 1/2048 acre (approx.)
12. 1/4096 acre (approx.)	6	\$0.00	12. 1/4096 acre (approx.)
13. 1/8192 acre (approx.)	3	\$0.00	13. 1/8192 acre (approx.)
14. 1/16384 acre (approx.)	1	\$0.00	14. 1/16384 acre (approx.)
15. 1/32768 acre (approx.)	0	\$0.00	15. 1/32768 acre (approx.)
16. 1/65536 acre (approx.)	0	\$0.00	16. 1/65536 acre (approx.)
17. 1/131072 acre (approx.)	0	\$0.00	17. 1/131072 acre (approx.)
18. 1/262144 acre (approx.)	0	\$0.00	18. 1/262144 acre (approx.)
19. 1/524288 acre (approx.)	0	\$0.00	19. 1/524288 acre (approx.)
20. 1/1048576 acre (approx.)	0	\$0.00	20. 1/1048576 acre (approx.)
21. 1/2097152 acre (approx.)	0	\$0.00	21. 1/2097152 acre (approx.)
22. 1/4194304 acre (approx.)	0	\$0.00	22. 1/4194304 acre (approx.)
23. 1/8388608 acre (approx.)	0	\$0.00	23. 1/8388608 acre (approx.)
24. 1/16777216 acre (approx.)	0	\$0.00	24. 1/16777216 acre (approx.)
25. 1/33554432 acre (approx.)	0	\$0.00	25. 1/33554432 acre (approx.)
26. 1/67108864 acre (approx.)	0	\$0.00	26. 1/67108864 acre (approx.)
27. 1/134217728 acre (approx.)	0	\$0.00	27. 1/134217728 acre (approx.)
28. 1/268435456 acre (approx.)	0	\$0.00	28. 1/268435456 acre (approx.)
29. 1/536870912 acre (approx.)	0	\$0.00	29. 1/536870912 acre (approx.)
30. 1/1073741824 acre (approx.)	0	\$0.00	30. 1/1073741824 acre (approx.)
31. 1/2147483648 acre (approx.)	0	\$0.00	31. 1/2147483648 acre (approx.)
32. 1/4294967296 acre (approx.)	0	\$0.00	32. 1/4294967296 acre (approx.)
33. 1/8589934592 acre (approx.)	0	\$0.00	33. 1/8589934592 acre (approx.)
34. 1/17179869184 acre (approx.)	0	\$0.00	34. 1/17179869184 acre (approx.)
35. 1/34359738368 acre (approx.)	0	\$0.00	35. 1/34359738368 acre (approx.)
36. 1/68719476736 acre (approx.)	0	\$0.00	36. 1/68719476736 acre (approx.)
37. 1/137438953472 acre (approx.)	0	\$0.00	37. 1/137438953472 acre (approx.)
38. 1/274877906944 acre (approx.)	0	\$0.00	38. 1/274877906944 acre (approx.)
39. 1/549755813888 acre (approx.)	0	\$0.00	39. 1/549755813888 acre (approx.)
40. 1/1099511627776 acre (approx.)	0	\$0.00	40. 1/1099511627776 acre (approx.)
41. 1/2199023255552 acre (approx.)	0	\$0.00	41. 1/2199023255552 acre (approx.)
42. 1/4398046511104 acre (approx.)	0	\$0.00	42. 1/4398046511104 acre (approx.)
43. 1/8796093022208 acre (approx.)	0	\$0.00	43. 1/8796093022208 acre (approx.)
44. 1/17592186044416 acre (approx.)	0	\$0.00	44. 1/17592186044416 acre (approx.)
45. 1/35184372088832 acre (approx.)	0	\$0.00	45. 1/35184372088832 acre (approx.)
46. 1/70368744177664 acre (approx.)	0	\$0.00	46. 1/70368744177664 acre (approx.)
47. 1/140737488355328 acre (approx.)	0	\$0.00	47. 1/140737488355328 acre (approx.)
48. 1/281474976710656 acre (approx.)	0	\$0.00	48. 1/281474976710656 acre (approx.)
49. 1/562949953421312 acre (approx.)	0	\$0.00	49. 1/562949953421312 acre (approx.)
50. 1/1125899906842624 acre (approx.)	0	\$0.00	50. 1/1125899906842624 acre (approx.)
51. 1/2251799813685248 acre (approx.)	0	\$0.00	51. 1/2251799813685248 acre (approx.)
52. 1/4503599627370496 acre (approx.)	0	\$0.00	52. 1/4503599627370496 acre (approx.)
53. 1/9007199254740992 acre (approx.)	0	\$0.00	53. 1/9007199254740992 acre (approx.)
54. 1/18014398509481984 acre (approx.)	0	\$0.00	54. 1/18014398509481984 acre (approx.)
55. 1/36028797018963968 acre (approx.)	0	\$0.00	55. 1/36028797018963968 acre (approx.)
56. 1/72057594037927936 acre (approx.)	0	\$0.00	56. 1/72057594037927936 acre (approx.)
57. 1/144115188075855872 acre (approx.)	0	\$0.00	57. 1/144115188075855872 acre (approx.)
58. 1/288230376151711744 acre (approx.)	0	\$0.00	58. 1/288230376151711744 acre (approx.)
59. 1/576460752303423488 acre (approx.)	0	\$0.00	59. 1/576460752303423488 acre (approx.)
60. 1/1152921504606846976 acre (approx.)	0	\$0.00	60. 1/1152921504606846976 acre (approx.)
61. 1/2305843009213693952 acre (approx.)	0	\$0.00	61. 1/2305843009213693952 acre (approx.)
62. 1/4611686018427387904 acre (approx.)	0	\$0.00	62. 1/4611686018427387904 acre (approx.)
63. 1/9223372036854775808 acre (approx.)	0	\$0.00	63. 1/9223372036854775808 acre (approx.)
64. 1/18446744073709551616 acre (approx.)	0	\$0.00	64. 1/18446744073709551616 acre (approx.)
65. 1/36893488147419103232 acre (approx.)	0	\$0.00	65. 1/36893488147419103232 acre (approx.)
66. 1/73786976294838206464 acre (approx.)	0	\$0.00	66. 1/73786976294838206464 acre (approx.)
67. 1/147573952589676412928 acre (approx.)	0	\$0.00	67. 1/147573952589676412928 acre (approx.)
68. 1/295147905179352825856 acre (approx.)	0	\$0.00	68. 1/295147905179352825856 acre (approx.)
69. 1/590295810358705651712 acre (approx.)	0	\$0.00	69. 1/590295810358705651712 acre (approx.)
70. 1/1180591620717411303424 acre (approx.)	0	\$0.00	70. 1/1180591620717411303424 acre (approx.)
71. 1/2361183241434822606848 acre (approx.)	0	\$0.00	71. 1/2361183241434822606848 acre (approx.)
72. 1/4722366482869645213696 acre (approx.)	0	\$0.00	72. 1/4722366482869645213696 acre (approx.)
73. 1/9444732965739290427392 acre (approx.)	0	\$0.00	73. 1/9444732965739290427392 acre (approx.)
74. 1/18889465931478580854784 acre (approx.)	0	\$0.00	74. 1/18889465931478580854784 acre (approx.)
75. 1/37778931862957161709568 acre (approx.)	0	\$0.00	75. 1/37778931862957161709568 acre (approx.)
76. 1/75557863725914323419136 acre (approx.)	0	\$0.00	76. 1/75557863725914323419136 acre (approx.)
77. 1/151115727451828646838272 acre (approx.)	0	\$0.00	77. 1/151115727451828646838272 acre (approx.)
78. 1/302231454903657293676544 acre (approx.)	0	\$0.00	78. 1/302231454903657293676544 acre (approx.)
79. 1/604462909807314587353088 acre (approx.)	0	\$0.00	79. 1/604462909807314587353088 acre (approx.)
80. 1/1208925819614629174706176 acre (approx.)	0	\$0.00	80. 1/1208925819614629174706176 acre (approx.)
81. 1/2417851639229258349412352 acre (approx.)	0	\$0.00	81. 1/2417851639229258349412352 acre (approx.)
82. 1/4835703278458516698824704 acre (approx.)	0	\$0.00	82. 1/4835703278458516698824704 acre (approx.)
83. 1/9671406556917033397649408 acre (approx.)	0	\$0.00	83. 1/9671406556917033397649408 acre (approx.)
84. 1/19342813113834066795298816 acre (approx.)	0	\$0.00	84. 1/19342813113834066795298816 acre (approx.)
85. 1/38685626227668133590597632 acre (approx.)	0	\$0.00	85. 1/38685626227668133590597632 acre (approx.)
86. 1/77371252455336267181195264 acre (approx.)	0	\$0.00	86. 1/77371252455336267181195264 acre (approx.)
87. 1/154742504910672534362390528 acre (approx.)	0	\$0.00	87. 1/154742504910672534362390528 acre (approx.)
88. 1/309485009821345068724781056 acre (approx.)	0	\$0.00	88. 1/309485009821345068724781056 acre (approx.)
89. 1/618970019642690137449562112 acre (approx.)	0	\$0.00	89. 1/618970019642690137449562112 acre (approx.)
90. 1/1237940039285380274899124224 acre (approx.)	0	\$0.00	90. 1/1237940039285380274899124224 acre (approx.)
91. 1/2475880078570760549798248448 acre (approx.)	0	\$0.00	91. 1/2475880078570760549798248448 acre (approx.)
92. 1/4951760157141521099596496896 acre (approx.)	0	\$0.00	92. 1/4951760157141521099596496896 acre (approx.)
93. 1/9903520314283042199192993792 acre (approx.)	0	\$0.00	93. 1/9903520314283042199192993792 acre (approx.)
94. 1/19807040628566084398385987584 acre (approx.)	0	\$0.00	94. 1/19807040628566084398385987584 acre (approx.)
95. 1/39614081257132168796771975168 acre (approx.)	0	\$0.00	95. 1/39614081257132168796771975168 acre (approx.)
96. 1/79228162514264337593543950336 acre (approx.)	0	\$0.00	96. 1/79228162514264337593543950336 acre (approx.)
97. 1/158456325028528675187087900672 acre (approx.)	0	\$0.00	97. 1/158456325028528675187087900672 acre (approx.)
98. 1/316912650057057350374175801344 acre (approx.)	0	\$0.00	98. 1/316912650057057350374175801344 acre (approx.)
99. 1/633825300114114700748351602688 acre (approx.)	0	\$0.00	99. 1/633825300114114700748351602688 acre (approx.)
100. 1/1267650600228229401496703205376 acre (approx.)	0	\$0.00	100. 1/1267650600228229401496703205376 acre (approx.)
101. 1/2535301200456458802993406410752 acre (approx.)	0	\$0.00	101. 1/2535301200456458802993406410752 acre (approx.)
102. 1/5070602400912917605986812821504 acre (approx.)	0	\$0.00	102. 1/5070602400912917605986812821504 acre (approx.)
103. 1/10141204801825835211973625643008 acre (approx.)	0	\$0.00	103. 1/10141204801825835211973625643008 acre (approx.)
104. 1/20282409603651670423947251286016 acre (approx.)	0	\$0.00	104. 1/20282409603651670423947251286016 acre (approx.)